#### RAILROADS.

Baltimore and Ohio R. R. PHILADELPHIA AND NEW YORK.

PHILADELPHIA AND NEW YORK.

\*7:00 a.m. Diner, Pullman Sleeper.

†9:00 a.m. Buffet, Parlor. 5 Hr. Train.

‡9:00 a.m. Diner and Parlor Car.

†11:00 a.m. Diner and Parlor Car.

\*1:00 p.m. Diner and Parlor Car.

\*3:00 p.m. "Royal Limited," All Pullman.

†4:00 p.m. Coaches to Philadelphia.

\*5:00 p.m. Diner and Pullman Sleeper.

\*8:00 p.m. Coaches to Philadelphia.

\*11:30 p.m. Sleepers.

\*3:00 a.m. Sleepers.

Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00,

Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00, \*3:00 p.m.

EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 3:00, 5:00, 6:30, 7:00, 7:29, 8:00, 8:35, 9:00, 9:30, 10:00, 11:00 a.m., 12:00 neon, 12:05, 1:00, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30, 6:00, 6:30, 7:00, 8:00, 10:00, 11:30, 11:35 p.m.

Sundays: 3:00, 7:00, 7:20, 8:35, 9:00, 11:00 s.m., 1:00, 1:15, 3:00, 3:30, 5:00, 5:30, 6:30, 8:00, 10:06, 11:30, 11:35 p.m.

WESTWARD.

LEAVE STATION, New Jersey ave. and O st. CHICAGO and NORTHWEST, \*11:00 a.m., \*7:30 p.m.

LEAVE STATION, New Jersey ave. and U st. CHICAGO and NORTHWEST, \*11:00 a.m., \*7:30 p.m.

CINCINNATI, ST. LOUIS and LOUISVILLE, \*10:05 a.m., \*4:05 p.m., \*12:45 night.

PITTSBURG and CLEVELAND, \*11:00 a.m., \*9:15 p.m. and \*12:40 night.

COLUMBUS, \*7:30 p.m.

WHEELING, \*10:05 a.m., \*7:30 p.m.

WHEELING, \*10:05 a.m., \*7:30 p.m.

WINCHESTER, \*18:35 a.m., \*14:05, \*5:00 p.m.

ANNAPOLIS, week days, 8:00, v:30 a.m., 12:00 noon, 6:00 p.m.

Sundays, 8:35 a.m., 5:30 p.m.

FREDERICK, \*18:35, \*19:15, \*110:05, \*11:00 a.m., \*11:15, \*14:05, \*15:30 p.m.

HAGERSTOWN, \*10:05 a.m. and \*5:00 p.m.

Boyd and way points, \*18:35, \*19:15 a.m., \$1:15, \*15:00, \*10:15, \*11:30 p.m.

LURAY and ELKTON, \*1:05 p.m.

GAITHERSBURG and way points, \*18:35, \*19:15 a.m., \*12:50, \*11:15, \*11:30 p.m.

GAITHERSBURG and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Washington Junction and way points, \*18:35, \*19:15 a.m., \*11:15, \*11:30 p.m.

Spaily \*Except Sunday, \*Sunday only.\*

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania ave. n.w., New York ave. and 15th st., and at station.

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D. B. MARTIN, Manager Passenger Traffic.

7:50 A.M. daily. PITTSBURG EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Car (on Chicago Special) Harrisburg to Pittsburg. Connects for Chicago, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car to Har-

10:50 A.M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car to Harrisburg.

10:50 A.M. daily. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking and Observation Cars Harrisburg to Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harrisburg.

10:50 A.M. daily. MAIN LINE EXPRESS .- Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.

8:36 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS. Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisviile). Parlor Car to Harrisburg.

5:40 P.M. daily. CHICAGO LIMITED.-Sleeping. Smoking, Dining and Observation Cars, Harrisburg to Chicago and Toledo. Parlor Car to Har-7:15 P.M. daily. ST. LOUIS EXPRESS .- Pull-

man Sleeping Car Harrisburg to St. Louis and Cincinnati. 7:45 P.M. daily. WESTERN EXPRESS .- Pullman

Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago. 7:45 P.M. dally. CLEVELAND AND CINCINNATI

EXPRESS.—Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. Connects for St. Louis, 10:40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburg. Connects for Toledo. 7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Broiler Buffet Parlor Car and Coaches to Buffalo, via Emporium Junction,

7:50 A.M. for Kane, Canandalgua, Rochester and Niagara Falls daily, except Sunday. 10:50 A.M. for Elmira and Renovo daily, except

Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction,

7:45 P.M. daily for Erie; for Rochester, Buffalo and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester. 10:40 P.M. for Erie, Canandalgua, Rochester, Buf-

falo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only. FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining

Express, 6:55, 8:50, \*10:00 (New York only) and \*11:00 A.M., \*12:35, 3:15, \*4:40, 6:50, 10:00 P.M., 12:30 night. On Sundays, \*8:50, \*11:00 A.M., 12:10, 3:15, \*4:40, 6:50 and 10:00 P.M.,

For Philadelphia only, Express, 7:40, 10:00 A.M., 12:10 P.M. weck-days, 2:00, 4:00, \*5:35 and 5:40 P.M. daily; 6:55 A.M. Sundays.

For Boston, without change, 7:40 A.M. week-days and 5:35 P.M. daily.

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:10, 12:35, 1:15, 1:23, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:40, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M., and 12:30 night week-days. On Sundays, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:10, 1:15, 2:00, 3:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:40, 5:25, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P.M., and 12:30 night.

For Amapolis, 7:40, 8:50 A.M., 12:10 and 5:40 P.M. week-days. Sundays, 8:50 A.M. and 5:40 For Pope's Creek Line, 7:50 A.M. and 4:48 P.M.

week-days; 9:05 A.M. Sundays.

FOR ATLANTIC CITY. "ATLANTIC CITY SPECIAL," through Pullman Buffet Parlor Cars, via Delaware River Bridge Route, 1:15 P.M. week-days.

Ticket offices, corner Fifteenth and G streets and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences. Telephone call "1640" for Pennsylvania Railroad

J. R. WOOD, General Manager. Pass'r Traffic Manager.

GEO. W. BOYD.

## Chesapeake & Ohio Ry.

Schedule Effective June 12, 1904.

Trains leave Pennsylvania Station.

2:30 P.M. Daily—CHICAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati. S:00 a.m., Louisville 11:00 a.m., St. Louis 6:45 p.m., Chicago 5:30 p.m. Pullman Sleepers to Louisville, Cincinnati, Indianapolis and St. Louis, Virginia Hot Springs connection. Parlor Car Cincinnati to Chicago. Dining Car from Washington: meals a la carte.

11:10 P.M. Daily—F. F. V. Limited. Solid vestibule, electric-lighted Dining Car train to Cincinnati, Pullman Sleepers to Cincinnati, Lexington and Louisville, without change. Compartment Sleeper to Virginia Hot Springs daily except. Sunday. Sleepers Cincinnati to Chicago and St. Louis. Dining Car seving meals a la carte.

carte.
Reservation and tickets at Chesapeake and Ohio office, 513 Pennsylvania avenue; 609 Fourteenth street, near F, and at the station. Telephone call 1640 for Pennsylvania R, R, Cab Service.

H. W. FULLER,
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4:30 a.m. daily-Sleeping Cars New York to Jacksonville, Fla. 3:45 p.m. daily-Sleeping cars New York to Port Tampa, Fla., via Jacksonville; New York to Au-gusta, Ga.; New York to Charleston, S. C.; Wash-ington, D. C., to Wilmington, N. C. Connects at Petersburg for Norfolk, via N. & W. PULLMAN DINING CAR SERVICE on this train. For tickets and all information analy at the OF-FICE OF THE LINE, 601 PENNSYLVANIA AVE. NUE NORTHWEST, and PENNSYLVANIA RAIL-

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Chesapeake Beach Ry. Trains leave District Line Station WEEK DAYS 9:25, 11:00 a.m., 2:30, 5:35, 7:45 and 9:45 p.m. Re turning !eave the Beach 6:35 a.m., 12:45, 2:15, 6:00, 8:00 and 10:00 p.m. SUNDAYS AND HOLIDAYS-Going, 9:25 and 11:00 a.m., 2:30, 4:00, 7:45 and 9:45 p.m. Returning, leave the Beach, 7:00 a.m., 12:45, 2:10, 6:00, 8:00 and 10:00 p.m. my31-tf,15

SOUTHERN RAILWAY.
Sch dule effective June 12, 1904.
Trains leave from Penusylvania Station.
7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.
10:51 a.m. Daily. United States Fast Mail.
First-class coaches and drawing room sleeper to New Orleans. Sleeper to Jacksonville. Dining car service. service.
4:01 pm. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:55 p.m. Daily. Local for Warrenton and Charlottesville. lottesville.

9:00 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga., via Atlanta. Sunset tourist, sleeper Washington to San Francisco Mondays, Wednesdays and Fridays. Dining car service a la carte.

and Fridays. Dining car service a la carte.

10:00 p.m. Dally. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Augusta, Nashville, Atlanta, Macon. Memphis, New Orleans, TRAINS ON BLUEMONT BRANCH. Leave Washing on 8:10 a.m., 1:30 p.m., 4:45 p.m. 5.05 p.m. week days for Bluemont; 6:25 p.m. week days for Bluemont; 6:25 p.m. week days for Leesburg only. Sunday trains leave Washington 9:01 a.m., 9:10 a.m., 6:25 p.m. for

Suemont.

Through trains from the South arrive Washington

1:52 a.m., 9:50 a.m., 3:00 p.m., 9:3 Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 9:50 a.m., 3:00 p.m., 9:35 p.m. daily. Local trains from Harrisonburg, 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville 8:25 a.m. and 9:20 p.m. daily. Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and

'Phone 1640 P. R. R. Cab Service. C H. ACKERT, Gen. Manager. S. H. HARDWICK, Pass. Traf. Mgr. W. H. TAYLOE, Gen. Pass. Agt. L. S. BROWN, Gen'l Agent.

SEABOARD AIR LINE RY. LEAVE PENNA. R. R. STATION. or Petersburg, Raieigh, Wilmington, Columbia, Savannah, Jacksouville, Tampa, Tallahassee, At-lanta, Birmingham, Mobile, Pensacola and New Orlessee.

Orleans.

10:46 A.M. Daily—SEABOARD MAIL.—Through
Pullman Sleepers to Jacksonville, Fla., connecting at Hamlet with Pullman Sleeper to Atlanta.
Cafe Dining Car to Hamlet.

7 00 P.M. Daily.—SEABOARD EXPRESS.—Solid
train to Jacksonville and Tampa, with Pullman
sleepers and cafe dining car. Through sleepers
to Atlanta. sleepers and care to Atlanta.

Ticket Office: 1421 Penna. ave.

Maryland Agricultural College.

Special Correspondence of The Evening Star. COLLEGE PARK, Md., June 15, 1904. The third day's exercises marking the closing of the forty-fifth year of the Maryland Agricultural College were devoted mainly to the annual meeting of the Alumni Association. Twenty-six members of the association met in the chemical laboratory and elected Dr. S. S. Buckley, class of '92, president; ex-Mayor Henry Holzapfel, class of '90, vice president, and Martin Norris Straughn, secretary and treasurer. The executive committee will be composed of S. S. Buckley, J. D. Cronmiller and N. H. Gill. The association voted to award three gold medals to students of the college, as on agricultural science; to G. L. Wentworth, for essay on agriculture and also for best debater in the school, which was contested for last evening between members of the Morrill and Mercer Literary socie-

A banquet was tendered the Alumni Association by Capt. R. W. Silvester, president of the college, who made the princi-pal speech of the occasion. The base ball game on the college campus in the after-neon between the regular team and a feam picked from members of the association was one of the best contests ever played The regular team won by a score

At 6 o'clock Captain and Mrs. Silvester. assisted by the Misses Lucy and Katherine Briscoe, received the members of the Alumni Association, the members of the faculty and the members of the senior and junior classes. The commencement exercises proper are being held today. Gov-ernor Warfield delivered diplomas to the graduating class.

### Wharf at Barracks.

The work of building the new wharf for the Washington barracks on the harbor side of the park, was started several days ago and is being pushed. As yet the work is confined to the driving of the piles that and it will be two weeks or more before the extend to the deep channel dredged by the machine employed last fall in raising the level of the park, and will, when completed. be used by deep draft vessels that come to the barracks with coal and other cargoes.

Repudiates Alleged Gambling Debt. A dispatch from St. Louis last night says: Vincent Kerens, son of Republican National Committeeman Richard C. Kerens, and a prominent young society man of St. Louis, is named defendant in a suit filed today in the circuit court by Pat Sheedy, the well-known sporting man, to recover \$20,000 on an alleged promissory note which he avers Kerens gave to a man named Arthur Pierce, now dead, at Ostend, Belgium, July 30, 1900. In his petition Sheedy states that the note came into his "possession" in the usual course of business.

Too Early to Think of a Philippine Assembly.

TOO GREAT ADVANCE

LARGE MEASURE OF HOME RULE ALREADY ENJOYED.

Liberality in This Country's Treatment of the Natives-The Distrust of One Another.

BY WILLIAM E. CURTIS. Special Correspondence of The Evening Star and Chicago Record-Herald.

MANILA, May 14, 1904. It must be quite a novelty for Secretary laft, upon his return home, to be held up and required to explain why he has not given the Filipinos more independence and self-government, while over here his critics have kept him busy furnishing reasons for giving them so much.

I am sure that everybody who has been here and has a practical acquaintance with the community, the conditions that exist and the interests involved will agree that our "little brown brother" already has about as much of both as he can stand. It would be no kindness to him and certainly not to the foreign and American population of the Philippines to intrust him with any greater power at present, or at any time until he has shown the conscience and develops the capacity to exercise it to the general welfare.

Extent of Home Rule Enjoyed.

People in the United States do not understand the extent of home rule that has already been granted to these people. In his instructions to the commission President McKinley said: "That in all cases the municipal officers who administer the local affairs of the people are ') be selected by the people, and that, wherever officers of more extended jurisdiction are to be selected in any way, natives of the islands are to be preferred; and if they can be found competent and willing to perform the duties they are to receive the officers that they are to receive the officers of the selected by the officers of the selected by the officers of the selected by the officers of the selected in they are to receive the offices in preference to any other. It will be necessary to fill some offices for the present with Americans, which, after a time, may be well filled by natives of the islands. In all the fields of government they are establishing is de-which they are authorized to prescribe the commission should bear in mind that the government they are establishing is designed, not for our satisfaction or for the expression of our theoretical views, but for the happiness, peace and prosperity of the people of the Philippine Islands and the measures adopted should be made to con-form to their customs, their habits and even their prejudices to the fullest extent consistent with the accomplishment of the indispensable requisites of just and effect-ive government."

In accordance with these instructions, the commission promptly prepared and put in force a municipal code and a provincial code which invest the people with complete autonomy in their municipal govern-ments, and a considerable degree of home rule in their provincial or state govern-ments. Three natives are members of the ommission, several have been made chiefs of bureaus, and the civil service act not only gives them every opportunity for competing in examinations for ordinary ap-pointments under the government, but expressly stipulates that they shall have the preference for all places, other things being equal. As I have said, these laws have been literally and conscientiously enforced. and most people here think the government is going too fast, and has gone too fast, and hat the natives already have more power than they can wisely exercise. Nevertheless the commission has carried out speci-fically the instruction of the President and the promise made to the people by the

first commission that:
"The most ample liberty of self-government be granted to the Philippine people which is reconcilable with the maintewhich is reconcilable with the mainte-nance of a wise, just, stable, effective and economical administration of public affairs and compatible with the sovereign and in-ternational rights and obligations of the United States."

As Much Home Rule as English Have. That pledge was given to the Filipinos if the would lay down their arms and submit to our authority, and it has been strictly fulfilled, regardless of criticism at this end of the line. The inhabitants of the Philippines have as much home rule as the people of England or any other European country except France and Switzerland. They manage their own municipal affairs and elect the governors of their provinces.

On the 1st of March forty new governors were elected throughout the islands in every province, and only one foreigner, an American, appears in the list. The rest are all natives; nearly every one of them was actively engaged in the insurrection; only six or seven of them are "Americanistas," or supporters of the present administration, which indicates that the commission exercised no influence in the choice. Under the ode these elections must be confirmed by the commission, a power that has been very wisely reserved and very much needed, although confirmation is never refused ex-cept where protests are filed and the illegality of the election is demonstrated. After the late elections fourteen protests were received from among the forty provinces. Eight of them were sustained, and new elections were ordered for various reasons, and the evidence laid before the commission showed that the Filipino, although an amateur in politics, is able to give points to Tammany Hall in the manipulation of elections. While there were no instances of gross fraud at the recent elections, the tendency of the native politician is to fol-low the example of those who rule some of our cities and some of our states, and adopt

any measures that are likely to be successful. A legislative assembly is promised the Filipinos in two years, but they are not ready for it. They should not be trusted with the power to make laws and grant franchises, and those who are urging wider powers and greater authority should remember the appalling experience we have had in the southern states in our own country when the ballot was intrusted to the enfranchised slaves and the legislatures were made up of ignorant and inexperi-It is the peril that lies behind this and

similar propositions that prevents-capital-ists from investing money and engaging in enterprises here, and if the government desires to benefit the natives and promote their permanent welfare it will do more to develop the natural resources of the islands and less in the way of self-government. Every proposition that looks to independence or to placing authority in the hands of the natives impairs the credit of the Philippines and retards their material de-

Philippines for the Filipinos.

Shortly before he left for home Governor Taft read an elaborate paper before a literary society of this city, in which he reviewed the history of his administration, explained the reasons for the policy adopted and answered many of the criticisms directed against him and his associates. The paper was intended for home consumption. It applied directly to the residents of the islands, and was not written for outsiders. Nevertheless it throws a clear light upon the administration of affairs and the policy

that has governed it, and says that:

"From the beginning to the end of the state papers circulated in these islands as authoritative expressions of the executive, the motto that 'the Philippines are for the the motto that 'the Philippines are for the Filipinos' and that the government of the United States is here for the purpose of preserving 'the Philippines for the Filipinos,' for their benefit, for their elevation, for their civilization, again and again appear. And it is to be noted that these declarations were made and were continued with the service of the Filipines. while many of the Filipinos were still in arms against the sovereignty of the United States; that nothing of violence, of treachery on the part of some, of obduracy on the part of others, could turn the executive

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## CARPETS CLEANED-MATTRESSES REMADE-FURNITURE UPHOLSTERED

number of cases, notably that of the first commission, a selfish exploitation of the islands for the benefit of the United States or its people was expressly disavowed and declared to be unworthy of the government. "Now, what is meant by the principle The Philippines for the Filipino?" asked Governor Taft, and he answers his own question by saying: Only this, that every neasure, whether in the form of law an executive order, before its adoption, shall be weighed in the light of this question. Does it make for the welfare of the Filipino people or does it not? If it does not make for the welfare of the Filipino people, then it ought not be a presented or people, then it ought not to be enacted or

"The doctrine as interpreted in the light of these authoritative declarations assumes that the Filipino people are of future capacity, but not of present fitness for selfgovernment, and that they must be taught by the gradual extension of self-government to exercise the conservative self-restraint without which popular government

Mutual Distrust.

Everybody, even the most eager Filipino, admits that if the authority of government were conferrred upon the natives they would be at each other's throats before sundown. There are political parties here, as in the United States, and already, in anticipation of independence, the politicians have picked out the offices they want. Already in their secret societies they are scheming and plotting as to how their desires in this respect may be gratified. Their lack of confidence in each other is very significant and may be demonstrated any time any inquirer desires to ask ques-tions of any member of any one of the several parties concerning the ability, the sincerity, the honesty and the patriotism of all the others. Regardless of the fact that all of them have similar aspirations and make the same demands, each is willing to throw doubt upon the integrity of the others. There is no mutual confidence, and they willing to admit that if our government should withdraw there would be immediate anarchy and bloodshed and that the European powers would step in for the protection of foreign interests and the in-dependence would be hopeless. It is astonishing that while the Filipino politicians are always willing to confess that the masses of their people are not ready or fitted for independence or a greater degree of home rule they nevertheless keep talking about it and demanding it through the press and their public speeches.

Occasionally you find an educated Filiping who has the wisdom and candor to speak his honest opinion plainly on this subject. A few weeks ago Senor Genaro, a representative citizen who was actively engaged in the insurrection and was sent to Guam as a prisoner and detained there for two years, made a remarkable speech, in which he urged the co-operation of his fellow citizens in the efforts of the Americans to promote the material welfare of the islands and advised them earnestly to let politics alone and go to work. Senor Genaro was originally an "irreconciliable." He was not willing to accept the situation and was for fighting in the last ditch, but during his ex-ile in Guam he cooled off sufficiently to allow himself to take the oath of allegiance, and since his return to Manila has become so much impressed with the advantages of the present government that he is anxious to bring all his fellow countrymen to his own way of thinking. In his speech the other night he gave them wholesome advice and told them they under present conditions independence would be "as unjust and absorbent as the monastic tyranny that existed before Admerican occupation." Without relinquishing the aspirations that Philippine people, in the light of their experience, ought to take advantage of the instruction given them by their present rulers and adjust themselves to the political, social and moral principles of the Ameri-"Let us first learn to be truly demo-cratic," he said; "let us first seek out the

reign of justice by strict compliance with our duties, by doing what is right, and the rest will come to us as a consequence, for every tree bears fault after its own kind, and every people will get neither more nor less than they deserve." New Jersey Railway President Dead.

A dispatch from Newark, N. J., last night says: F. Walcott Jackson of Newark, president of the board of directors of the united railroads of New Jersey, a part of the Pennsylvania system, died here tonight. He was stricken with heart failure on board a westbound train just as it arrived at Trenton this morning. He was revived with great difficulty, and his car was side-tracked. Later he was brought to Newark by a special and taken to his home.

The Growth of Allspice. Practically all of the alispics, or pimento, that enters into the commerce of the world Imports of Cheese,
Imports of Cheese,
Imports of cheese into the United States now exceed the exports. During the ten months ended April 30 imports amounted to \$2,790,000, exports to \$1,902,501.

During the ten that the government of these islands should always be carried on with an anxious eye for the welfare of the Filipine people. In pounds in 1901 and 13,884,864 pounds, in 1902 amounted to \$0,072,960 pounds, against 119,712 amounted to \$0,072,960 pounds, against 119,261,264 pounds in 1901 and 13,884,864 pounds in 1900.

LOST SAVINGS OF LIFETIME. Buffalo Man Falls Victim to English Faro in New York.

A dispatch from New York last night says that it is possible to lose \$5,000 in ten minutes by playing "English faro" in New York: that the police do not know where the game was played, and that the victim may have no legal remedy were facts brought out today in a case heard before Magistrate Mayo in the West Side court. Frederick Warren of Buffalo was the complainant, and the prisoner was his friend, Peter Forrestel, also of Buffalo. The latter had a badly cut head, which he stated the complainant had caused by striking him with a cane.

Warren told the magistrate that For-restel had told him that a friend of his had made \$20,000,000 in Wall street, and that the corporation which he represented could be parted from a great deal of its money, provided enough was in sight to play a combination against the corporation. Upon this representation, Warren says, he drew \$5,000—the savings of a lifetime—from a bank in Buffalo and came to this city. When he reached New York last evening, he says, Forrestel took him to a place and

introduced him to seven other members of the corporation. Almost immediately a game which he afterward learned was called "English faro," was proposed, and War-ren was assured that he could not lose. Ten minutes later, however, he told the magistrate, his \$5,000 had vanished across the board. He then turned upon Forrestel, accused him of robbery and struck him on the head with a cane. He was unable to tell the magistrate where the game was played and when Forrestel told the court that he plainant was informed that he had no redress and the prisoner was discharged. "You really came down from Buffalo for the purpose of beating somebody else," said Magistrate Mayo to Warren, "and in that case the law does not help you even in a civil way. That has been decided by the court of appeals. There is no evidence here of crime and I will have to discharge the

Repairing Navy's Oldest Ship. A dispatch from New York says: Looking as trim and neat as an eighteenth century boat could be expected to look, the frigate Constellation is lying at the cob dock in the New York navy yard, where she has been sent for repairs. She makes a strange contrast to the monster battle ship now under construction in the yard, but she has a warm place in the hearts of the officers, many of whom have served on her in the past. The Constellation is the oldest ship in the United States navy. She was launched in 1797, and some officers believe that was before Nelsons flagship, the Victory, was launched.

Convicted Criminal Escapes. A dispatch from Waterboro', S. C., last night says: This morning R. A. Adams, a murderer, escaped from jail. Adams was convicted for the murder of Henry Jaques and sentenced last June to be hanged. His sentence was stayed pending an appeal to the supreme court, which appeal was dismissed. Adams was to have been resen-

Importation of Breadstuffs. Macaroni, vermicelli and all similar preparations, constitute, as a whole, the most important item of breadstuffs imported for consumption into the United States. In the fiscal year 1902-03 the combined imports of these products amounted to 29,670,191 pounds, valued at \$1,200,419; in the previous fiscal year the imports were 23,780,756 pounds, valued at \$974,929.

tenced at the next term of court, which meets the first Monday in August.

New President for University. A dispatch from Charlottesville, Va., last night says: Edwin A. Alderman, president of Tulane University, New Orleans, the leading educational institution in the guif states, was this afternoon chosen as the first president of the University of Vir-ginia at a meeting of the board of visitors. Though President Alderman has not re-Though President Alderman has not replied to the notification of his election, the belief is that he will accept and enter upon his new duties in September next. After more than a year spent in Virginia in endeavors to find the right man to fill the executive chair the visitors finally returned to a man who was among those first spoken of as fit to rule over the destinies of the university at this period.

Tea Grown by Japan.

Tea was grown in Japan in 1902 on as area of 120,197 acres, producing 57,457,611

HITCH IN NEGOTIATIONS. Retired Merchant Attempts Suicide. A dispatch from New York last night Bandits' Resentment Aroused by Ships says: Samuel M. Burbank of Arizona, a retired merchant, attempted to kill himat Tangier. self today by cutting his throat in a law A cablegram from Tangier last night office. He is now a prisoner in a hospital. says: Among a certain class of foreign charged with attempted suicide. Samuel residents the presence of American ships is Rurbank is fifty-five years old and a regarded almost as an act of aggre brother of Caleb A. Burbank, the residuary

legatee of the late Ambrose Brackett Bur-bank, a millionaire, who died on January 17 certain quarters, but the entire European population should be grateful, as America ast, and for several months up to the time supplies almost the only security for their lives an i property. Had not American ships f his death was nursed by Samuel M. Burbank. It is believed that Samuel M. Burbeen here, further outrages probably would have occurred before now. of his uncle, and for some time his brother as feared such an outcome as that of to-All Europeans who can forget bitterness and small international jealousies agree that the presence of American ships has

Youth Drowned in the Potomac.

was attacked with cramps. The body was

Importation of Palm Oil.

ports were valued at \$2,083,506.

been most beneficial in restraining the na-tive population and tribes. That the presence of the ships may force another power to take action in Morocco is A dispatch from Cumberland, Md., last night says: Earle Wright, aged fifteen not America's affair. Her ships are here to protect the lives and interests of American years, son of Luther Wright, was drowned in the Potomac here this evening. He was subjects, and indirectly this protection ex-tends to the subjects of all powers, even swimming with a number of boys and was of those who themselves refuse to take proper precautions. excursion launch, but was too slow, and

can politics, and this raises resentment in

order to be restored in the country. A twenty years' state prison sentence was Imports of palm oil into the United States imposed Monday at Cambridge, Mass., upon Thomas E. Bell of Kansas by Judge ncreased from 8,081,252 pounds in 1901 to 37,822,806 pounds in 1903. The 1903 im-

vised habitual criminal act.

It is America's entire independence of ac-

tion which may bring the impossible situa-

tion in Morocco to a head and thus cause



I Do you ever think your boy plays too hard?

I tell you a boy that knows how to play has good stuff in him. He'll work all the better for it bye and bye.

I But remember, he's burning up a lot of energy.

Cive him plenty of "FORCE."

Sunny fine

It isn't what you saf that counts—it's only what digests—the art that is absorbed and builds up muscles and nerves and brain.

"FORCE" is the ideal food for growing children, because it not may digests itself but helps to digest the other food substances.